



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Date: 6/16/06

Place: Boston, MA

Person Interviewed: Repair Shop Owner Steve Gagnon

Interview Conducted By: Brian Curtis, NTSB
Liam Larue, NTSB
Jay Spence, MBL
CWO Ray Colicci
Lt. Cahli Carothers, USCG

INTRODUCTION

Mr. Gagnon is the owner of "Steve's Shop, the repair shop which performed the work on the Massachusetts in the hours preceding the fire. He was interviewed regarding the 6/12/06 fire on the Massachusetts. The text that follows is not a verbatim record of the conversation, but a summary of the recorded interview. Interview was conducted at USCG Sector Boston.

INTERVIEW

- Owns Steve's Shop, Inc., located in Charlestown, MA
- repair boats and marine equipment
- work is basically marine related
- does 75% engine/engine room repairs, 25% welding fabrication work
- sole proprietor
- has 3 full time employees
- one mechanic, one welder, one mechanic-in-training
- Barry is head mechanic
- done work on Massachusetts on 6/12
- capt Bodie called, or Will Lacie for work to be done

- originally was called last week to do work, but they had some open time, so they called the morning of the 12th, and they said they could accommodate the vessel
- Barry went to vessel around 11:00
- i was on another job
- I met barry on vessel around 2:30
- original caller said the port inboard engine wasn't idling down properly, and wasn't achieving full speed
- told barry to check injectors on that
- call was also to look at starboard outboard engine, it was reported smoking
- when I arrived, barry had already looked at the 2 main engines. I looked at the port generator with barry and capt bodie
- report was that the crew said the generator wasn't operating properly
- pulled back cover, inspected, run it, it made power, so that was all that was done on the generator
- I am considered mechanic as well in the company
- company does more Detroit diesels work than other engine types
- most of his experience is on the job training
- has attended a "few" week long training sessions put on by Detroit diesel
- no other calls to do work in the last few weeks on the Massachusetts
- barry told him he had found a bad injector on the port inboard engine, and fixed that
- cylinder numbering on Detroit diesels is: 1-6 left bank, 1-6 right bank, from the forward end
- keeps technical manuals at his shop
- has owned company a few years
- in 1984, started working for Boston harbor commuter service
- ran several boats on the same run as the Massachusetts was on
- those vessels had 27 12v71's, the same engine as was on the Massachusetts
- I maintained all the engines for that company until the lost the contract in 1997
- I started doing on work on other vessels, and started working for himself
- mechanic barry had worked with him at Boston harbor commuter service
- works on most all commercial vessel in boston harbor, except for one company with their own maintenance staff
- has been supplying engines to MBL for about 15 years
- not certified to do Detroit diesel warranty work
- local licensee, Power Products, will not make him dealer as they consider him competition

END OF INTERVIEW